

Windsor Square Neighborhood Meeting
Phoenix City Hall (200 West Washington Street) 6th Floor West Conference Room
October 30, 2019 | 3pm

The purpose of this meeting is to inform the City of Phoenix Traffic Services Division of ongoing concerns and discussions in the Windsor Square Neighborhood (“WS”) relating to traffic calming efforts. This document summarizes the key discussion points and opinions of the WS Traffic Committee, as approved by the WS Special Planning District Board of Directors. The outcome of this meeting is to determine next steps and areas of partnership between residents and the Traffic Services Division.

BACKGROUND

The WS Neighborhood had an initial traffic study conducted in 1985 (see Appendix A) and has continued to monitor traffic regularly. The most recent study was conducted in 2016 (see Appendix B). The stated traffic and circulation goals of the Windsor Square Conservation Plan¹ are to:

1. Maintain traffic flow on the interior streets of the neighborhood at a level that ensures residential privacy.
2. Maintain traffic flow on the interior streets at a level safe for handicapped mobility, walking, riding bicycles, and driving.
3. Provide residents with convenient and safe access to and from the Windsor Square neighborhood.
4. Keep on-street parking at a level that does not interfere with the free flow and safety of pedestrian and vehicular traffic.
5. Encourage the development of mass transit servicing the neighborhood.

Traffic volume increased 31% from 2011 to 2016 with an average speed of 24 MPH on residential streets. Speeding was measured in as much as 2.4% of traffic; highest measured speeds were captured at a Madison School District bus stop location. As a prior traffic mitigation measure, Colter St. was designated as a do not enter from both Central Ave. and 7th St.; however, approximately 24% of traffic illegally enters at these areas (see Figure 1). During the prior 12 months, neighbors have voiced complaints about speeding, cut through traffic, and dangerous drivers. One recent high-profile case resulted in a woman being cited for multiple traffic violations after months-long efforts to resolve concerns voiced by neighbors².

The WS Neighborhood formed a Traffic Committee to address these concerns. The Traffic Committee has met since April 2019 with 12 residents participating from throughout the neighborhood (see Appendix C for minutes). Following Traffic Committee recommendations, the WS Special Planning District Board of Directors has prioritized several short and long-term solutions for action.



Figure 1

LONG TERM SOLUTIONS

The following actions are considered to require more City/neighborhood partnership, have higher cost, longer implementation timelines, and need further neighborhood support. Given these considerations, we would like to the City Traffic Services Division to begin assessing the feasibility of the following solutions (1 = highest priority, 5 = lowest priority):

1. **Speed Humps** – proposed throughout neighborhood to discourage speeding and cut through traffic. Must determine appropriate locations for speed humps and prepare petitions showing the proposed locations. Need to define "affected area" for petitioning purposes.
2. **Diversers** – proposed at: 4th St. and Oregon, along 6th St., and along 2nd St. Must determine feasibility and cost.
3. **Do Not Enter Signage** – the neighborhood would like recommendations on how to improve the current signage at Colter St., as traffic still enters illegally (i.e. lighted or flashing signs, different wording, etc.).
4. **Gates** – proposed at key ingress points of cut-through traffic (TBD by further traffic study). Need to understand impact to overall traffic flow in neighborhood and consequence of this.
5. **Radar Signs** – proposed to mount in place of existing speed limit signs, alerting traffic to actual speed vs. posted speed. Must determine feasibility and cost.

¹ Final City Council adoption on February 21, 1987

² [AZFamily | 3TV, CBS 5] PD: Employee at Phoenix high school hides in bathroom after breaking traffic laws. Retrieved online 9/12/19 at <https://bit.ly/2qV95RP>

SHORT TERM SOLUTIONS

The following actions may still require City/neighborhood partnership, but have a shorter implementation timeline and may be less costly to implement. We would like the City Traffic Services Division to provide guidance on how and when we could move forward on the following solutions (1 = highest priority, 3 = lowest priority):

1. **Updated Traffic Study** – the most recent study was conducted in 2016, but is absent some key data to understand cut through traffic patterns. We recommend adding the following locations for measurement: 6th St. and Missouri Ave., Oregon Ave. at Central and 7th St., 7th Ave. and Colter St., and Camelback at 2nd St. and 4th St.
2. **Speed Trailer** – the highest speed location is 2nd St. between Orange and Medlock. Speeding (greater than 1% of traffic studied) occurs on Oregon, Colter, Orange, and Medlock (see Figure 1). We would like to target these areas with a speed trailer, as available, to raise awareness and reduce speeding short-term.
3. **Additional PD Patrols** – our Community Action Officers have assisted in providing PD support on a limited basis, based upon our collaboration with them. We would like to consider additional enforcement of cut-through traffic in do not enter areas; we may also be willing to explore hiring officers on an off-duty basis.

NEXT STEPS

Partnering with the City of Phoenix Traffic Services Division, we would like to address the feasibility and cost of the above proposed solutions. We have already designated sub-committees to mobilize any “boots on the ground” initiatives (i.e. petitions) within the neighborhood. Ideally, we’ll work toward providing updates and engagement with the neighborhood during any of the following upcoming opportunities:

- Nov. 7, 2019 – Neighborhood Board Meeting
- Nov. 10, 2019 – Block Party
- Dec. 5, 2019 – Neighborhood Board Meeting
- Jan. 9, 2020 – Neighborhood Board Meeting
- Feb. 6, 2020 – Neighborhood Board Meeting
- Feb. 24, 2020 – 2020 WS Annual Board Meeting

Traffic Committee meetings will be scheduled monthly and dates are flexible to accommodate Traffic Services participation.

APPENDIX A

1985 Traffic Study

APPENDIX C

WINDSOR SQUARE TRAFFIC STUDIES

SUMMARY

WINDSOR SQUARE SPECIAL CONSERVATION DISTRICT TRAFFIC STUDY (Includes incoming / outgoing flow summary)

11/07/85

7:00 a.m. to 9:00 a.m.

LOCATION	INCOMING	OUTGOING	TOTAL
6th Street / Missouri	137	55	192
7th Street / Oregon	48	21	69
7th Street / Colter	132	94	226
6th Street / Camelback	44	139	183
2nd Street / Camelback	23	56	79
Central / Medlock	21	44	65
Central / Orange	65	30	95
Central / Colter	99	88	187
Central / Oregon	30	79	109
<hr/>			
TOTALS	599	606	1,205

ADDITIONAL DATA COLLECTED:

Vehicles entering commercial property coming from “inside” district at these locations:

- 29 – 7th Street / Oregon (Home Savings Lot)
- 27 – 7th Street / Colter (Texico 16, Parking Lot 11)

Vehicles entering commercial property coming from “outside” district at these locations:

- 54 – Central / Colter (Texico 42, Parking Lot 12)
- 9 – Central / Oregon (Home Savings Oregon Parking Lot entrance)
- 41 – Central / Orange (3 Parking Lot entrances on Oregon)

Total: 104

71 “student” vehicles entered district at 6th Street / Missouri. This represents 52% (71/137) of vehicles counted at that location.

Vehicles leaving commercial property and traveling “into” district at these locations:

19 – Central / Colter (Texico)

Incoming / Outgoing Summary

6th Street / Missouri Incoming Summary:

- Total Incoming	=	137
- Drive Thru	=	80 (58%)
to:		
6th / Camelback	=	35 (42%)
2nd / Camelback	=	9 (11%)
Central / Oregon	=	22 (28%)

7th Street / Colter Incoming Summary:

- Total Incoming	=	132
- Drive Thru	=	66 (50%)
to:		
6th / Camelback	=	32 (47%)
Central / Colter	=	24 (36%)

6th Street / Camelback Outing Summary:

- Total Outgoing	=	139
- Drive Thru	=	83 (60%)
from:		
6th / Missouri	=	34 (43%)
7th / Colter	=	31 (37%)

SCD Incoming Summary:

- Total Incoming	=	599
- Less Direct to preif. Comm'l	=	-104
- Net Incoming	=	495
- Drive Thru	=	200 (40%)

APPENDIX B

2016 Traffic Study

Neighborhood Traffic Calming & Parking Restrictions



Windsor Square Neighborhood



Scott Logan

Traffic Engineer III

City of Phoenix Street

Transportation Department

Safety and Neighborhood Traffic Section

June 2, 2016

● ● ● | Life Safety vs. Quality of Life

Life Safety

Quantifiable and resolved by city

Quality of Life

Not quantifiable and resolved by residents

Traffic calming and parking restrictions
considered Quality of Life Issue

● ● ● | Agenda

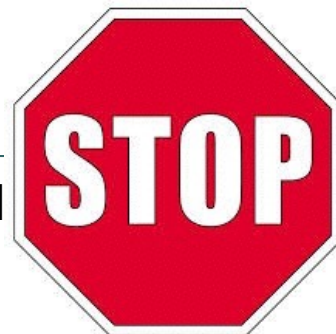
- Traffic calming
 - Speed Humps & Cushions
 - Other traffic calming
- Parking restriction
 - Philosophy
 - General restrictions
 - Resident Permit Parking
- Next steps

Neighborhood Traffic Management Programs

- Speed Hump Program
 - Local streets only
- Other Traffic Management
 - Neighborhood Traffic Management
 - Radar Trailer Program

All Neighborhood Traffic Management Programs are Resident Driven

Stop Signs



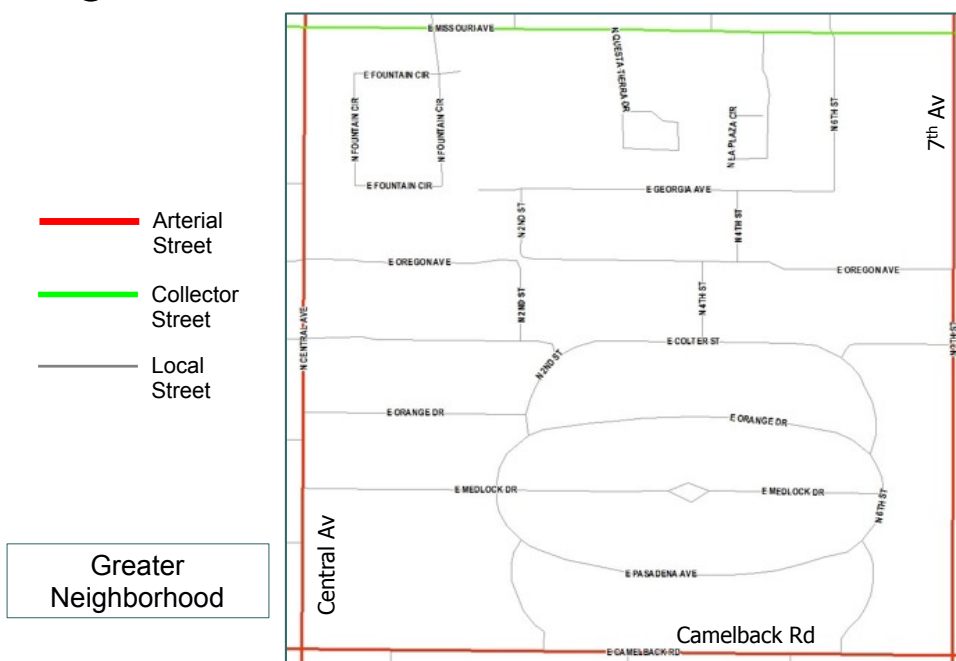
Stop signs are traffic control devices, not traffic calming devices

STOP control is justified when...

- Visibility obstructions exist
- Crash problems exist
- Driver expectation of traffic control exists

Improper use of stop signs can make intersection **more dangerous**

Neighborhood Streets



Crash History 2011 - 2015

Crash Statistics
 7 Reported Crashes
 Severity:
 1 Minor Injury
 2 Possible Injury
 4 None Injury

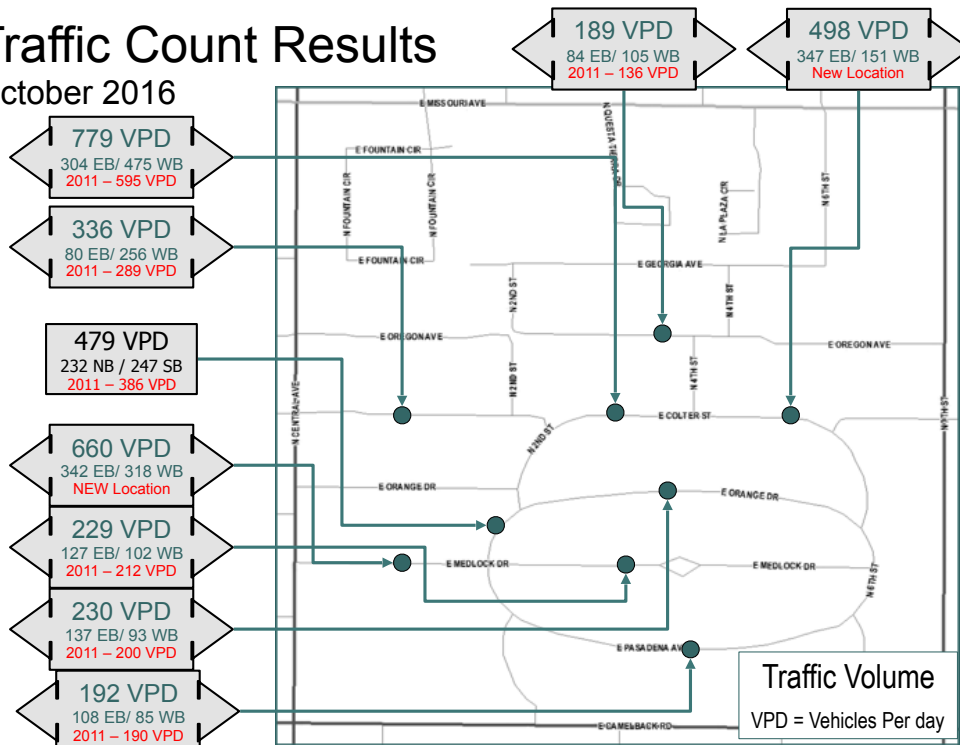
- 3 SINGLE VEHICLE
- 3 ANGLE
- 1 BIKE

1-2 Crashes/yr.
 Citywide:
24,131 Crashes/yr.



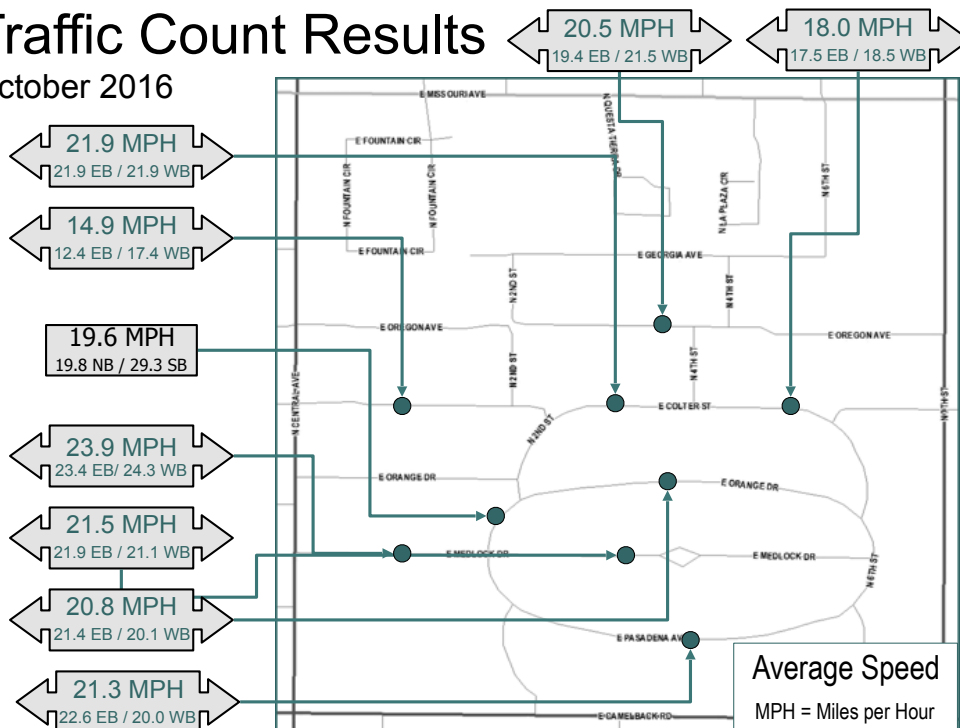
Traffic Count Results

October 2016



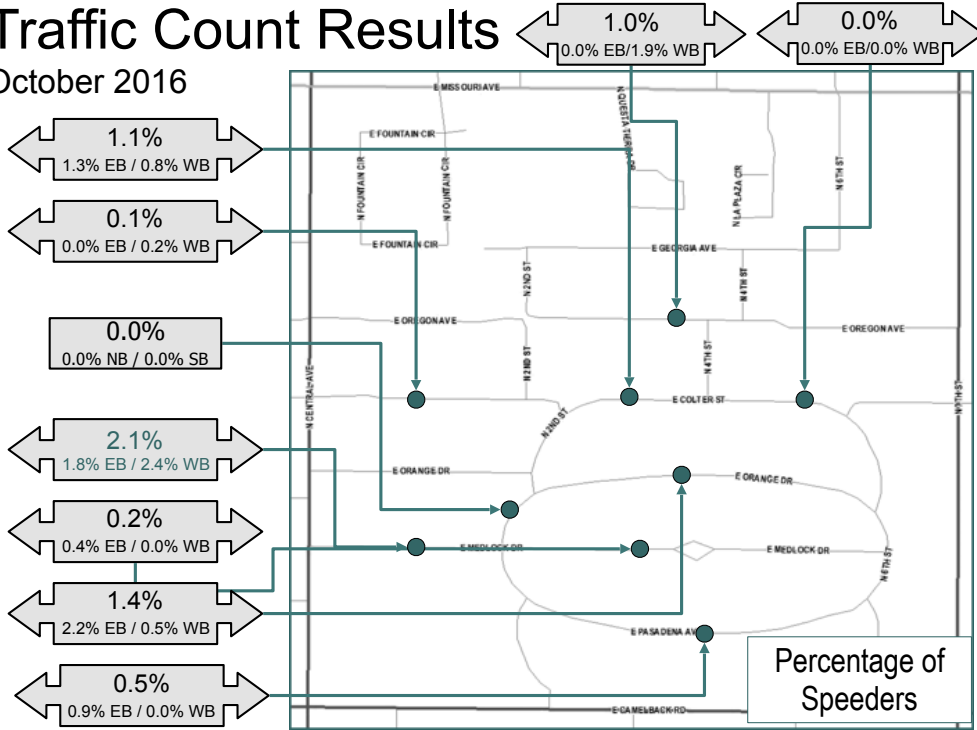
Traffic Count Results

October 2016



Traffic Count Results

October 2016



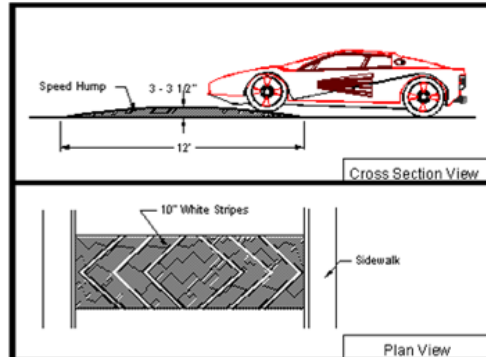
Speed Hump Program

Designed to slow traffic and discourage cut-through

Criteria for Installation:

Local streets only

Resident approval and partial resident funding



Speed Hump Program Requirements – Costs

Speed humps cost the City **\$2,200** each
Residents may need to pay for some of installation

Average Speed on Street	Cost to Resident for Speed Humps
25 mph or Less	\$1,200/hump
26-29 mph	\$250/hump
30 mph or higher	\$100/hump

Once installed City will maintain

● ● ● | Petitioning Requirements

Petition boundary:
 Speed Humps – 20-30 homes

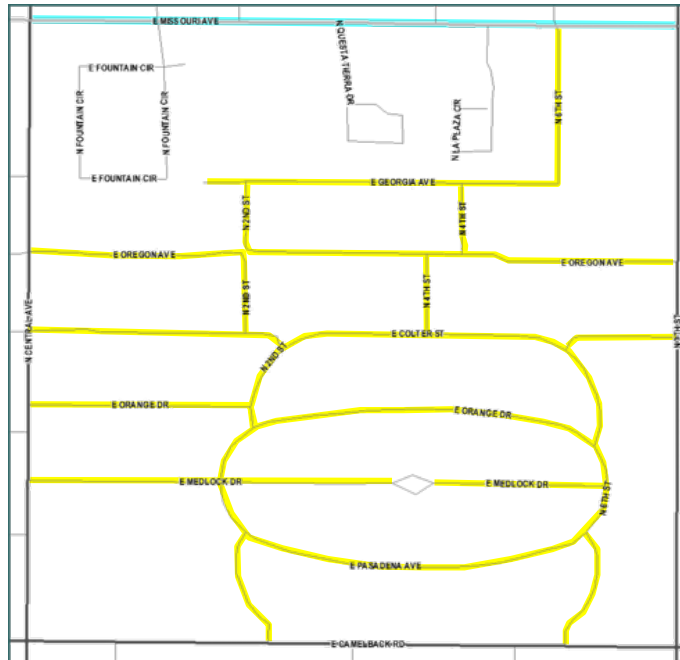
Consensus:

Super Majority Approval:
 100% within 100 feet
 70% of entire boundary



Speed Hump Eligibility

- Eligible for Speed Humps
- Eligible for Speed Cushions



● ● ● | Neighborhood Traffic Management

Devices intended to deter cut-through

Criteria for Installation:

Street Traffic Volume:

Local Streets 1000-2000 vehicles per day or 100-200 vehicles per hour

Traffic Speed (85-percentile):

Local Street: Exceeds 25 mph Collector Street: Exceeds 35 mph



● ● ● | Radar Speed Trailer Program

Intended to slow traffic – educate drivers
Deployed for one week interval
Criteria for Installation:

Local, Collector or Arterial Streets



NEIGHBORHOOD
PARKING
RESTRICTIONS

● ● ● | Parking Philosophy

Public streets are built, operated and maintained
with tax dollars

They are considered a public good
Parking restrictions limit public access

Unless prohibited by law, parking is
allowed on city streets

● ● ● | State Law

Illegal to park within:

30 feet of a traffic control device

Stop or Yield Sign

ARS28-873.8

20 feet of a crosswalk

Marked or unmarked crosswalk

ARS28-873.6

15 feet either side of fire hydrant

ARS28-873.4



● ● ● | Neighborhood Parking Restrictions

Residents can petition to restrict parking on a street

Once in place:

Restrictions are the law and Police can issue tickets

● ● ● | General Parking or Stopping Restrictions

Start at corner or first residential property

Must be contiguous and consistent



NO PARKING WEEKDAYS 7AM-5PM

Signs to be installed along this section of street
RESTRICTIONS APPLY TO RESIDENTS AND NON-RESIDENTS

● ● ● | General Parking Restrictions

Requires 100% approval by residents or property owners along segment

Renters can sign petition but must inform landowner

Residents can temporarily discontinue parking restrictions by notifying the city

● ● ● | General Parking Restrictions

General restrictions apply to all vehicles, even those belonging to residents or their guests



● ● ● | General Parking Restrictions

Residents not living on a street cannot impose or overturn restrictions on a different street



● ● ● | Resident Permit Parking Restrictions

If violations continue residents can apply for Resident Permit Parking Program or RPPP:

Parking violators present and

More than 70% outside neighborhood

● ● ● | Resident Permit Parking Restrictions

Approved by city council

Once approved, residents must petition for signs and purchase parking passes

Residents or their guests displaying pass may legally park on street



● ● ● | Walking Radius

Generally no more than $\frac{1}{4}$ mile to destination



● ● ● | Changing Parking Behavior



● ● ● | Next Steps

- √ Contact from Neighborhood
- Create Neighborhood Traffic Committee
- Conduct Studies
- Devise Solutions
- Obtain Neighborhood Consensus
- Implement and Test Solutions

● ● ● | Questions?

City Contacts:

Scott Logan 602-495-7065

scott.logan@phoenix.gov

or

City of Phoenix Neighborhood Traffic Calming Program web site:

<https://www.phoenix.gov/streets/neighborhood-matters>

Traffic Complaint Hotline:

602-534-SPEED (7733)

APPENDIX C

Traffic Committee Minutes

**WINDSOR SQUARE
HISTORIC NEIGHBORHOOD AND SPECIAL CONSERVATION DISTRICT
TRAFFIC COMMITTEE MINUTES
April 18, 2019**

The meeting was called to order at 7:10 pm.

Committee members present were Ryan Ewing, Matt Kraemer, Emily Groh, Kathy Ketcham, Belinda Penrose, Susan Rhoads, Carol Cristofolo, Maureen Petkiewicz, Bob Huhn, and Corey Paisley. Hope Webber and Zach Romero were absent.

2016 Traffic Study Discussion

The Committee reviewed the results of the October 2016 traffic study conducted by the City of Phoenix. It was shared that there were seven reported accidents in Windsor Square during the five years prior; only three resulted in probable injury. Comparatively, the neighborhood has 1-2 accidents per year vs. 24,000 city-wide. It was discussed that this is not a fully valuable comparison, as the data is not normalized to residential volume.

The traffic study indicated that 192 to 779 vehicles per day were observed at each measured location; this is a 30% increase from the 2011 study (with 595 vehicles per day maximum). Based on the traffic counts and directions, it was concluded that approximately 24% of the traffic entering Colter from Camelback is illegally passing through “Do Not Enter” signage; similar data collected at Colter near 6th Street suggests roughly the same behavior. Committee members highlighted their own perspectives and observations of cut-through traffic and illegal entry through “Do Not Enter” signs.

The average speeds, measured by the study, range from 15 MPH to 24 MPH, with as much as 2.4% of the traffic being flagged as “speeders” (going more than 30 MPH). The highest average speeds were observed at 2nd Street between Medlock and Orange. There are four locations in the neighborhood where there was a >1% sample of “speeders.” It was discussed that, anecdotally, this seems low and not in line with high periods of traffic (i.e. morning and afternoon commutes). This was concluded to be a gap in the traffic study and that it would have been more valuable to the neighborhood if the data was presented by time of day.

It was discussed that, when putting all of these data sets together (crashes, speeding, and volume), the most quantifiable problem areas across the neighborhood are a) 2nd Street between Medlock and Orange and b) Colter between 2nd Street and 4th Street. Cut through traffic and illegal entry are quantifiable problems at each “Do Not Enter” location. It was noted that one of the two neighborhood bus stops is located in a quantifiable problem area.

It was discussed that there are problems throughout the neighborhood and not all of those were captured by the study. It was noted that ingress/egress areas were all missing data that would provide valuable insight on volume and speed. Committee members reiterated, even absent traffic study data (or a limited problem identified by the data) for a part of the neighborhood, there is a strong sentiment amongst neighbors that traffic is a problem that needs to be addressed.

Discussion of Potential Solutions

Speed Hump Program: Speed humps (3"-3-1/2" high) reduce speed and also deter cut through traffic in the neighborhood. The program requires 100% support of neighbors within 100ft and 70% support within affected area. The cost is >\$1,200 per speed hump, after City contribution. It was discussed that there has traditionally been a split opinion amongst neighbors in favor vs. not in favor of this solution. It was noted that this solution will take significant time and cost to implement. Survey of committee members = 4 support, 1 does not support, 5 undecided.

Speed Trailer / Radar Signs: City can provide a speed trailer with a radar-mounted sign, alerting drivers to slow down. Alternatively, the neighborhood can also purchase one for \$3,000+. It was discussed that it may be best to borrow from the City to determine effectiveness before proceeding with a cost to the neighborhood. It was suggested that this could also be useful for stopping illegal entry. Emily will follow up about off-duty police patrols. Survey of committee members = 6 support, 1 does not support, 3 undecided.

Trash Can Decals: Some cities (Glendale, AZ in 1990's) have put signage on dumpsters to encourage drivers to slow down. The cost to implement is low. It was discussed that this has limited visibility, only helps on Wednesdays, and might wear down over time. Concerns were raised about effectiveness (Ryan to follow up with Glendale). Survey of committee members = 4 support, 3 does not support, 3 undecided.

School Bus Crossing Guards: Given that one of the highest problem areas in the neighborhood is by a school bus stop, it was discussed to have volunteer school crossing guards available. Many parents already assist at the bus stop and it was noted that the neighborhood could offer supplies and signage for minimal expense. Survey of committee members = 5 support, 2 does not support, 3 undecided.

Increased Signage: It was discussed that there are only 1-2 posted speed limit signs in the neighborhood. It is implied that residential speed limits are 25 MPH when not posted. Concerns were also raised that the signage at "Do Not Enter" locations is inconsistent (for example, wording "Except Government Vehicles" can be confusing) or not very visible (hidden by shrubs). Discussed adding or improving signage throughout the neighborhood. Survey of committee members = 5 support, 2 does not support, 3 undecided.

Diverters / Gates: Diverters and gates redirect traffic; it also discourages or eliminates cut-through behavior. Implementation requires 1000-2000 vehicles per day (or 100-200 per hour) and speeds must also be in excess of 25 MPH. The neighborhood does not currently qualify. It was noted that, since the 2016 study, traffic may have increased to those levels consistent with the increase from 2011. Concerns were raised that this would push traffic to other streets and was a very severe solution. Survey of committee members = 5 support, 2 does not support, 3 undecided.

“Just-do-It” Solutions: Communication about traffic issues in the upcoming newsletter was also discussed and committee members will contribute to an article about traffic. It was also discussed that many mapping applications (Google, Apple, Waze, etc.) route traffic through “Do Not Enter” areas; Ryan agreed to submit updates to each service before next meeting.

Additional Ideas for Future Discussion: One way street designation on Colter, hiring off duty police officers to issue tickets, conduct an updated traffic study, and plant trees to deter traffic at “Do Not Enter” locations.

Next Steps

The committee discussed that some solutions will be easier to implement and require less effort, while some will take considerable time, effort, and possibly cost. Consensus was to focus on both short-term and long-term solutions. Next meeting planned for mid-May.

Actions:

1. Send out original traffic study to committee (Ryan, ECD: Done)
2. Send Ryan any content to incorporate into Newsletter article (All, ECD: 4/21)
3. Submit availability for next meeting dates (All, ECD: 4/21)
4. Write communication for Newsletter (Ryan, ECD: 4/24)
5. Submit GPS map updates to Google, Apple, Waze, and OpenStreetMaps (Ryan, ECD: 4/24)
6. Follow up with Community Action officers re: off-duty patrols (Emily, ECD: 5/13)
7. Discuss signage options with City for “Do Not Enter” and speed limits (Ryan, ECD: 5/13)

There being no further business, the meeting was adjourned at 8:35 p.m.

Respectfully submitted by,

Ryan Ewing, Traffic Committee Chair and Board Vice President

**WINDSOR SQUARE
HISTORIC NEIGHBORHOOD AND SPECIAL CONSERVATION DISTRICT
TRAFFIC COMMITTEE MINUTES
May 16, 2019**

The meeting was called to order at 7:10 pm.

Committee members present were Ryan Ewing, Michael Brown, Belinda Penrose, Peggy Saul, Emily Groh, Anna Lee Speer, Maureen Petkiewicz, and Zach Romero. Kathy Ketcham, Susan Rhoads, and Carol Cristofolo were absent.

Speed Hump Discussion

The Committee discussed the option of speed humps at length. It was discussed that there were pros and cons of this solution and that the City of Phoenix specifically calls out the following typical resident concerns:

- Residents living near speed humps must tolerate increased noise levels as vehicles traverse speed humps day and night.
- Vehicles may drive on sidewalks or through front yards to avoid speed humps.
- Traffic may be diverted to previously quiet parallel streets in the neighborhood.
- Emergency service response time suffers.
- Motorized street sweeping equipment cannot be used at speed hump locations.
- Speed humps interfere with street repaving, decreasing the effectiveness of both the speed hump and the new pavement surface.
- Speed humps block the flow of drainage water on some streets and can cause flooding problems.
- Speed humps require signing and striping, which some residents consider unattractive.

Understanding these concerns, the Committee discussed the process for acquiring speed humps and recognized that, based upon prior traffic studies, the neighborhood may not be eligible for subsidized installation; the cost could be between \$1,200-\$2,200 per speed hump.

The petitioning process was discussed and reviewed. The City will designate an "affected area," usually consisting of homes along the street where speed humps are proposed. Residents must obtain support from at least 70 percent of residents in the affected area, and must obtain support from every resident whose home is within 100 feet of a proposed speed hump.

Additional Suggestions and Commentary

A revised traffic study was discussed by the group, having been noted that there were several gaps in the previous study. It was suggested that all entry points to the neighborhood be included.

As an additional traffic mitigation measure, Michael Brown recommended that a roundabout be installed at 4th Street and Oregon. The Committee discussed that this would be considered a “diverter” and is an option for traffic mitigation; as an example, there are currently other diverters in the neighborhood.

Next Steps

The committee nominated owners to champion several next steps.

Actions:

1. Determine a time for City representatives to attend next the next Traffic Committee meeting and schedule. (Ryan, ECD: 6/1)
2. Explore Speed Hump Study Request process with City. (Ryan, ECD: 6/1)

There being no further business, the meeting was adjourned at 8:15 p.m.

Respectfully submitted by,

Ryan Ewing, Traffic Committee Chair and Board Vice President

**WINDSOR SQUARE
HISTORIC NEIGHBORHOOD AND SPECIAL CONSERVATION DISTRICT
TRAFFIC COMMITTEE MINUTES
September 26, 2019**

The meeting was called to order at 7:08 pm.

Committee members present were Ryan Ewing, Emily Groh, Kathy Ketcham, Zach Romero, and Tom Hilditch. Belinda Penrose, Susan Rhoads, Carol Cristofolo, and Maureen Petkiewicz were absent.

Review of Prior Discussions

The Committee reviewed the prior meeting discussions and potential solutions (see Figure 1).



Figure 1

Tom presented photographs of the diverter from Central Ave. which showed the deteriorating condition of landscaping in that area. He recommended that we consider repairing the landscaping to similar condition of the diverter from 7th St. It was agreed that Ryan would take this recommendation to the Board for review and approval.

Ranking and Prioritization

It was discussed that the “Red Lexus” events in the neighborhood have served as a catalyst for increased awareness about our traffic issues. Given the current level of visibility to these concerns, it is necessary to narrow and focus the potential solutions for our neighborhood. The present members voted to rank the following from 1 (highest) to 5 (lowest).

Long Term Priorities (Rank 1-5)

1. Speed Humps
2. Diverters

3. Do Not Enter Signage
4. Gates
5. Radar Signs

Short Term Priorities (Rank 1-5)

1. Updated Traffic Study
2. Speed Trailer
3. Hire Off Duty Patrols
4. Communication, Facebook, Newsletter
5. Trash Can Decals

Next Steps

The committee nominated owners to champion several next steps.

Actions:

1. Discuss with and present to City ranked initiatives. (Ryan, ECD: 10/31)
2. Determine options for and best cost/benefit for Off Duty Patrols. (Emily, ECD: 10/31)
3. Mobilize neighborhood group to support petitions and “boots on the ground” effort. (Zach, TBD)

There being no further business, the meeting was adjourned at 7:50 p.m.

Respectfully submitted by,

Ryan Ewing, Traffic Committee Chair and Board Vice President